

Message Text

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ORIGIN EB-03

INFO OCT-01 EUR-10 ISO-00 CAB-01 CIAE-00 COME-00 DODE-00

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P 092055Z OCT 74

FM SECSTATE WASHDC

TO AMEMBASSY LONDON PRIORITY

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E.O. 11652:N/A

TAGS: EAIR, UK

SUBJECT: CIVAIR - SEABOARD SCHEDULES

REF: STATE 211615 AND PREVIOUS

1. SEABOARD REPORTS THAT, AT MEETING WITH BRITISH AIRWAYS ON OCTOBER 2 (ALSO ATTENDED BY BCAL), THERE WAS A CONSENSUS ON FACTS OF US-UK AIR CARGO TRAFFIC AND CAPACITY, EXCEPT FOR AMOUNT CAPACITY WHICH SHOULD BE PRORATED BETWEEN CO-TERMINALS. ALSO, THERE WAS NO BA CLAIM THAT THERE IS EXCESS CARGO CAPACITY. BA OBJECTIVE APPARENTLY WAS TO INDUCE SEABOARD TO REDUCE CAPACITY IN ORDER GIVE BA LARGER SHARE OF CAPACITY. SEABOARD, OF COURSE, NOT ABOUT TO AGREE TO DO THIS. IT DID OFFER BA ADDITIONAL CAPACITY THROUGH BLOCKED SPACE ARRANGEMENT WITH SEABOARD, BUT BA DID NOT APPEAR INTERESTED.

2. DEPARTMENT AND CAB HAVE REVIEWED CARGO DATA AND INDEED FIND NO CASE FOR ANY CONCLUSION THAT THERE IS EXCESS CAPACITY REQUIRING CORRECTION.

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3. IMMEDIATE PROBLEM IS THAT SEABOARD FACES OCTOBER 15

CUTOFF ON CARRYING NEW YORK-LONDON TRAFFIC VIA PARIS.
IF FORCED CHANGE PARIS ROUTING IN ORDER MEET UK OBJECTIONS,
ALL ALTERNATIVES ARE COSTLY.

4. REQUEST EMBASSY PURSUE MATTER, PREFERRABLY WITH ROGERS

OF DTI. WE SUGGEST FOLLOWING LINE OF ARGUMENT: AS
SUGGESTED BY ROGERS DURING CONSULTATIONS, SEABOARD HAS
MET WITH BA TO DISCUSS CARGO QUESTIONS RAISED IN CONSULTA-
TIONS. BOTH FOUND THAT DATA PRESENTED BY BA DURING
CONSULTATIONS WERE ERRONEOUS. EXCEPT FOR HOW CAPACITY
SHOULD BE PRORATED WHERE THERE ARE COTERMINALS, THERE WAS
AGREEMENT ON CORRECT TRAFFIC AND CAPACITY DATA. IT IS
CLEAR TO US AUTHORITIES, WHO HAVE REVIEWED THE DATA, THAT
THERE IS NO EXCESS CARGO CAPACITY IN US-UK MARKET AND
THEREFORE NO NEED FOR AIRLINE CAPACITY DISCUSSIONS. IF
UK DISAGREES WITH THIS CONCLUSION, MATTER SHOULD BE
PURSUED ON AN INTERGOVERNMENTAL BASIS. SEABOARD ALSO MADE
AN EFFORT IN DISCUSSION WITH BA TO FIND WHETHER THERE
WAS A "PRACTICAL" SOLUTION TO PARIS-LONDON ROUTING
QUESTION WHICH COULD BE CONSIDERED. ALTHOUGH SEABOARD
OFFERED BLOCKED SPACE TO BA (IN ORDER INCREASE ITS
CAPACITY), NO SUGGESTION OF A "PRACTICAL" SOLUTION WAS
MADE BY BA. IN THESE CIRCUMSTANCES, QUESTION OF
SEABOARD DISCHARGING TRAFFIC AT LONDON ON ROUTING VIA
PARIS FACES USG AND SEABOARD WITH A NO-WIN SITUATION IF
UK DETERMINED INSIST ON ITS NARROW INTERPRETATION OF
AGREEMENT. WE THEREFORE AGAIN ASK THAT THE TECHNICAL
QUESTION OF INTERPRETATION BE DEFERRED, WITHOUT PREJUDICE,
AND THAT SEABOARD BE ALLOWED TO CONTINUE ITS SCHEDULE
BEYOND OCTOBER 15. IN MEANTIME, QUESTION OF CARGO
CAPACITY CAN BE PURSUED BETWEEN GOVERNMENTS IF UK BELIEVES
THIS IS NECESSARY.

5. WHILE DEPARTMENT BELIEVES A PLEA FOR COOPERATION
MORE LIKELY OF SUCCESS, EMBASSY SHOULD, IF NECESSARY,
POINT OUT THAT UK INTRANSIGENCE ON INTERPRETIVE ISSUE
(WHICH SUBSTANTIVELY IS INSIGNIFICANT), AT TIME WHEN
BOTH COUNTRIES OTHERWISE COOPERATING IN CIVIL AIR FIELD,
MAY WELL LEAD US AERONAUTICAL AUTHORITIES TO LOOK FOR
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TECHNICALITIES TO RESPOND IN KIND AGAINST UK AIRLINES.
THIS KIND OF RECIPROCAL BAITING SHOULD BE AVOIDED BY
RESPONSIBLE OFFICIALS ON BOTH SIDES. INGERSOLL

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